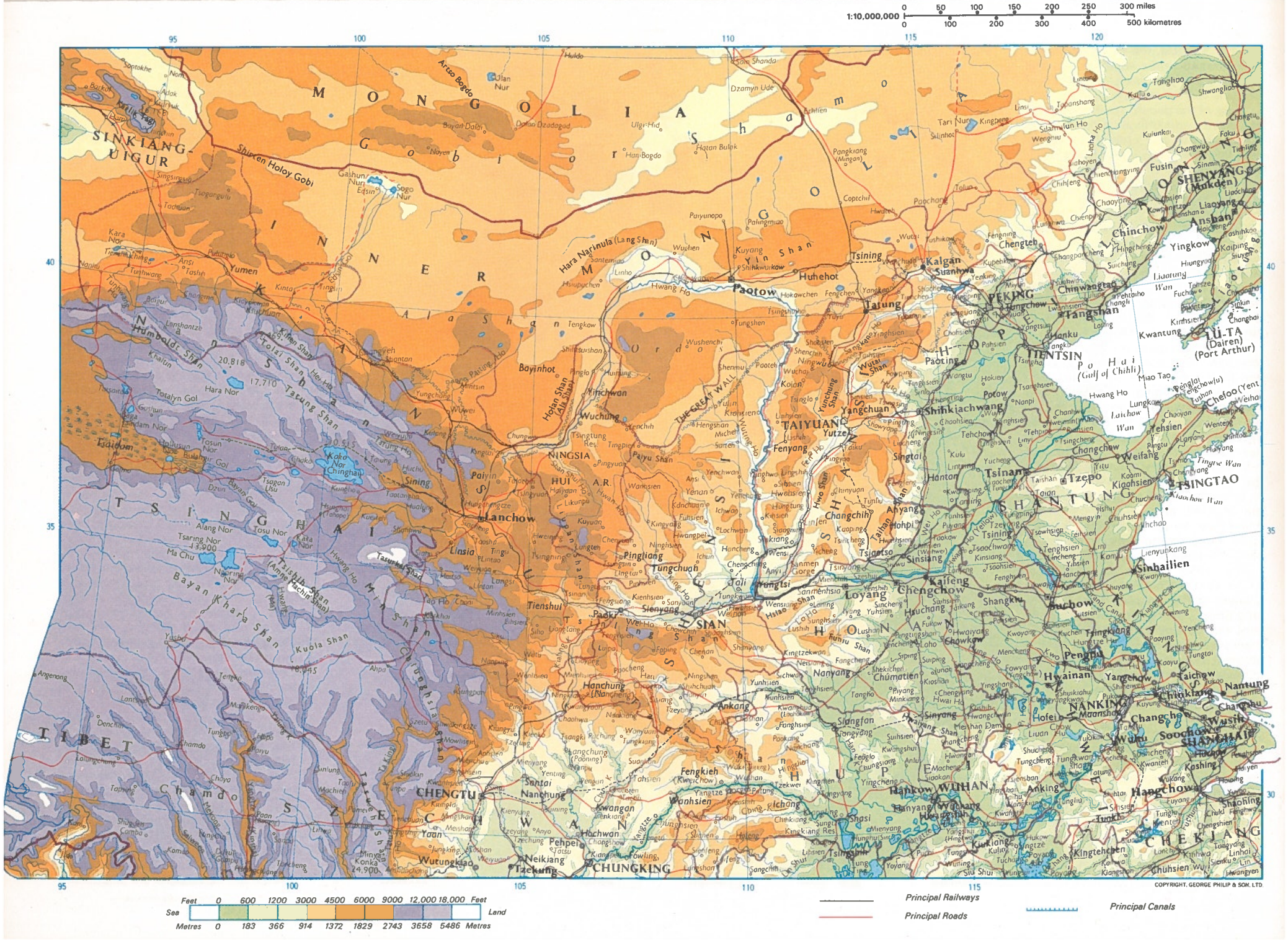
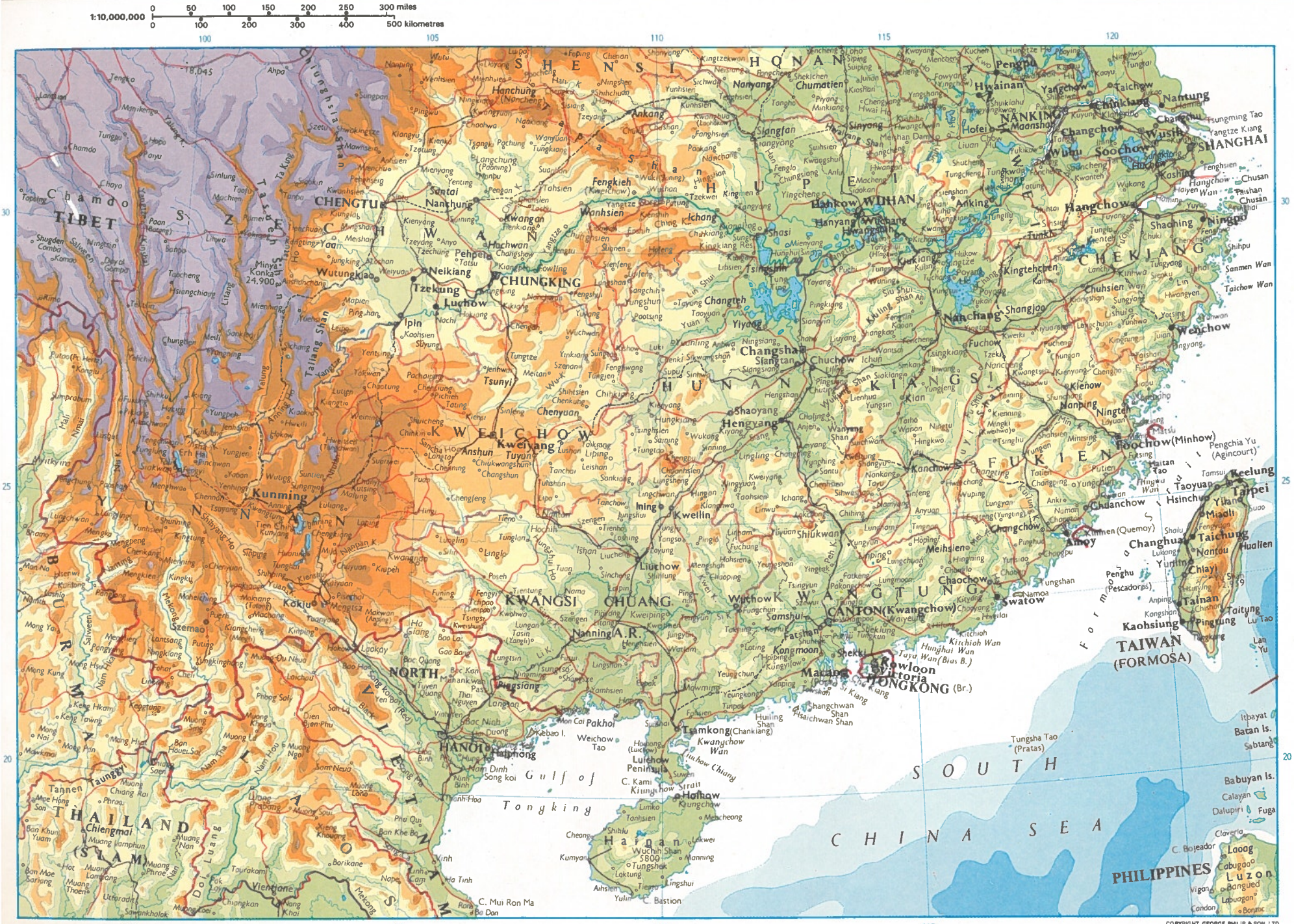

1:10,000,000
0 50 100 150 200 250 300 miles
0 100 200 300 400 500 kilometres
95
100
105
110
115
120
40
35
30
MONGOLIA
Shamo
Gobi
INNER MONGOLIA
SINKIANG-UIGUR
TSINGHAI
TIBET
Chamdo
SZECHWAN
KANSU
NINGSIA HUI A.R.
SHENSI
SHANSI
HOPEI
SHANTUNG
HONAN
HUPEH
KIANGSU
ANHWEI
CHEKIANG
Altai Shan
Nan Shan
Humboldt Shan
Tsaidam
Kuku Nor
Hara Nor
Totalyn Gol
Tsaidam
Tosun Nor
Alang Nor
Tsaring Nor
Tosu Nor
Ma Chu
Bayan Khara Shan
Kuala Shan
Amne Machin Shan
Min Shan
Tsinling Shan
Hsiao Hsing Shan
Tsinling Shan
Paishan
Ta Hsueh Shan
Hengshan
Wutai Shan
Taihang Shan
Yin Shan
Hara Narimula (Lang Shan)
Ordos
Hwang Ho
Yangtze
Huangpu
Grand Canal
Yellow Sea
Po Hai (Gulf of Chihli)
Hwai Ho
Yumen
Kiayuguan
Tunhwang
Anhsi
Tashih
Liuyuan
Barkol
Hami
Turfan
Shihchiachuan
Shanshan
Lenshantze
Kharun
Tsagan Usu
Dzun Gol
Bulghir Gol
Kaidam Nor
Kaidam
Tsaidam
Kaka Nor
Chinghai
Tsagan Usu
Dzun Gol
Bayan Gol
Huchu
Taolai Shan
Hei Ho
Tarung Shan
Tarung Ho
Kilien Shan
Liupan Shan
Lupan Shan
Hsi Ho
Hsi Shui Ho
Tsingtung Res.
Tsingpien
Paiyu Shan
Paiyin
Siming
Lanchow
Linsia
Tingyuan
Tsaoshe
Hweining
Tsingning
Tsungwei
Lungsien
Langsi
Linton
Tsinan
Tienshui
Paoki
Weiho
Sienyang
SIAN
Chowchih
Shanyang
Kuyuan
Kingyang
Ninghsien
Pingliang
Tungchuan
Kingchuan
Lochwan
Huangpei
Fuhsien
Ichuan
Yenchwan
Wanhsien
Yenan
Yenchang
Ansi
Kanchuan
Ichwan
Hungtung
Kinsien
Shuangkiang
Shihkiang
Shihsien
Hwohsien
Hwo Shan
Chinyuan
Tunliu
Changchih
Kaoping
Tsincheng
Yicheng
Taihan Shan
Anyang
Hohpi
Tsaochwang
Kinsiang
Tsaoshien
Tsinyang
Tsaochow
Tsinghsien
Tsincheng
Yihsien
Kaifeng
Chengchow
Loyang
Sinsiang
Weihwei
Hsinsien
Hsuchang
Yuhsien
Lushih
Yencheng
Fengtien
Kaifeng
Kwangtsi
Tungkwan
Sanmenhsia
Sanmen Gorge
Hsiao Shan
Lo Ho
Wensiang
Yiyang
Hsuchow
Tsinghsien
Kaoyi
Lienyunkang
Sinhailien
Suchow
Tsingkiang
Pengpu
Hwainan
Yangchow
Taichow
Nantung
Chinkiang
Changchu
Wusih
Soochow
SHANGHAI
NANKING
Maanshan
Hofei
Liuan
Changcho
Tungliu
Kwanten
Koshing
Hangchow
Shaohing
Fuyang
Tunki
Kingtehchen
Chuhsien
Kiangshan
Yushan
Kwangfeng
Kwangsin
Yingtan
Kweichow
Fengkieh
Wanhsien
Ichang
Shasi
Hankow
WUHAN
Hanyang
Wuchang
Hwangpi
Anking
Yingcheng
Hsiaokan
Macheng
Hwangan
Hwangchow
Kwangshui
Suihsien
Antu
Siaokan
Tsaoyang
Tsaoshih
Shihkiahu
Yangkwan
Shuchen
Tungcheng
Tungkwan
Shuchow
Kwanten
Yukang
Kwangchow
Kwangshan
Kwangtung
Kwangsi
Kweilin
Liuchow
Nanning
Yungchun
Yungan
Lungchow
Tsingsi
Pose
Tsunyi
Kweiyang
Anshun
Kweihwa
Kweisui
Paotow
Huhehot
Tsining
Kalgan
Suanhwa
Yenking
Kupeikou
Chengteh
Fengning
Chinwangtao
Tangshan
Lwanhsien
Changli
Pehtaiho
Kinhsien
Kwantung
LU-TA (Dairen) (Port Arthur)
Yingkow
Kaiping
Liaoyang
Anshan
Chinchow
Hingcheng
Liaotung Wan
Tsinchow
Chaoyang
Kowchangtze
Chihfeng
Kulunkai
Changwu
Fusin
Sinmin
Faku
Tiehling
Kaiyuan
Changchun
Kirin
Changpai
Siuyen
Tsitsihar
Nenchiang
Lunghwa
Chenpiao
Taonan
Paochang
Coptchil
Tari Nur
Kingcheng
Silinhot
Silamiao
Wengniu
Lancha Ho
Kulunkai
Chihfeng
Chaoyang
Kowchangtze
Chaoyang
Chienchangying
Fusin
Sinmin
Faku
Tiehling
Changwu



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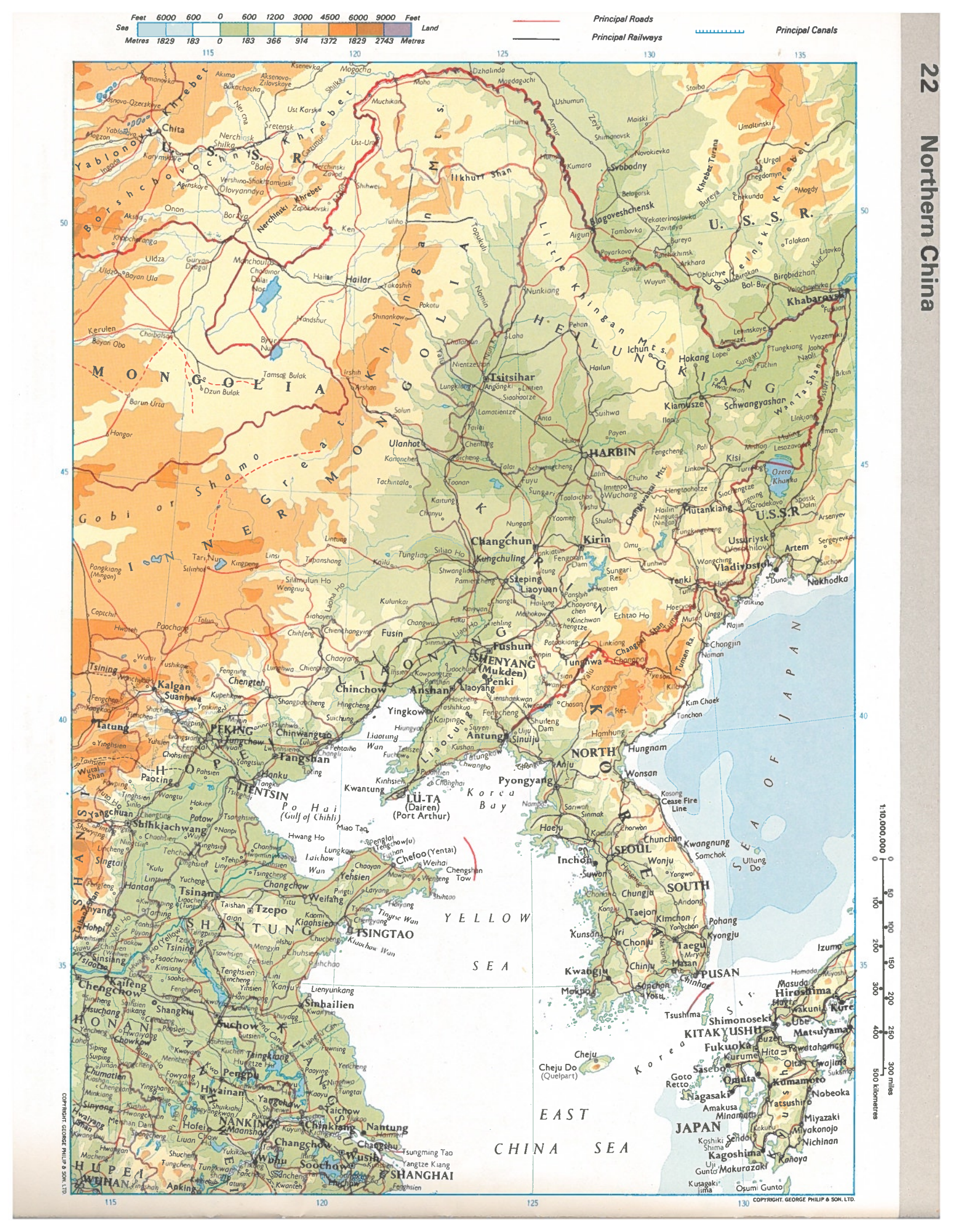
Feet 6000 600 0 600 1200 3000 4500 6000 9000 Feet
Sea
Land
Metres 1829 183 0 183 366 914 1372 1829 2743 Metres
Principal Roads
Principal Railways
Principal Canals
115
120
125
130
135
50
45
40
35
MONGOLIA
Gobi or Shamo Desert
INNER MONGOLIA
HEILUNGKIANG
KIRIN
LIAONING
HOPEH
SHANTUNG
HONAN
HUPEH
SHANSI
U.S.S.R.
Ulan Bator
Chita
Hailar
Tsitsihar
HARBIN
Changchun
Kirin
Mutankiang
Khabarovsk
Vladivostok
Ussuriysk
Nakhodka
Dairen
SHENYANG (Mukden)
Anshan
Fushun
Penki
Chinchow
Yingkow
Tangshan
PEKING
TIENTSIN
Chengchow
Tsinan
TSINGTAO
Weifang
Tzepo
Chefoo (Yentai)
Lü-ta (Dairen) (Port Arthur)
Antung
Sinuiju
Pyongyang
NORTH KOREA
SOUTH KOREA
SEOUL
Inchon
PUSAN
Taegu
Taejon
Kwangju
Cheju Do (Quelpart)
Po Hai (Gulf of Chihli)
Korea Bay
YELLOW SEA
EAST CHINA SEA
Korea Strait
SEA OF JAPAN
JAPAN
Tsushima
Shimonoski
KITAKYUSHU
Fukuoka
Sasebo
Nagasaki
Kumamoto
Hiroshima
Matsuyama
Kure
Ube
Oita
Miyazaki
Kagoshima
Nobeoka
Yatsushiro
Kanoya
Makurazaki
Osumi Gunto
Kusagaki Jima
Nantung
Changchow
Wusih
SHANGHAI
Soochow
Nanking
Hankow
WUHAN
Sian
Taiyuan
Kalgan
Tatung
Paotow
Ulanhot
Hailar
Chita
Khabarovsk
Vladivostok
Ussuriysk
Nakhodka
Artem
Lake Baikal
Ilkhuri Shan
Little Khingan Mts.
Ichun
Hokang
Kiamusze
Schwangyashan
Wanta Shan
Changkwangtsai Mts.
Hailun
Suihwa
Fengcheng
Kisi
Mutankiang
Ningan
Linkow
Ozero Khanka
Lesozavodsk
Sergeyevka
Dalni
Spassk
Arsenyev
Omu
Wangching
Yenki
Hunchun
Tumen Ra.
Changpai Shan
Linkiang
Fusin
Chinchow
Yingkow
Anshan
Penki
Liaoyang
Tunghua
Kirin
Changchun
Kungchuling
Siaoyuan
Liaoyuan
Sungari Res.
Fengtien
Mukden
Kwantung
Liaotung Wan
Liaotung Pen.
Liao Ho
Liaoning
Kirin
Heilungkiang
Inner Mongolia
Hopeh
Shantung
Honan
Hupeh
Shansi
Yellow Sea
East China Sea
Korea Bay
Po Hai
Sea of Japan
Korea Strait
1:10,000,000
0 50 100 150 200 250 300 350 400 500 kilometres
0 100 200 300 400 miles
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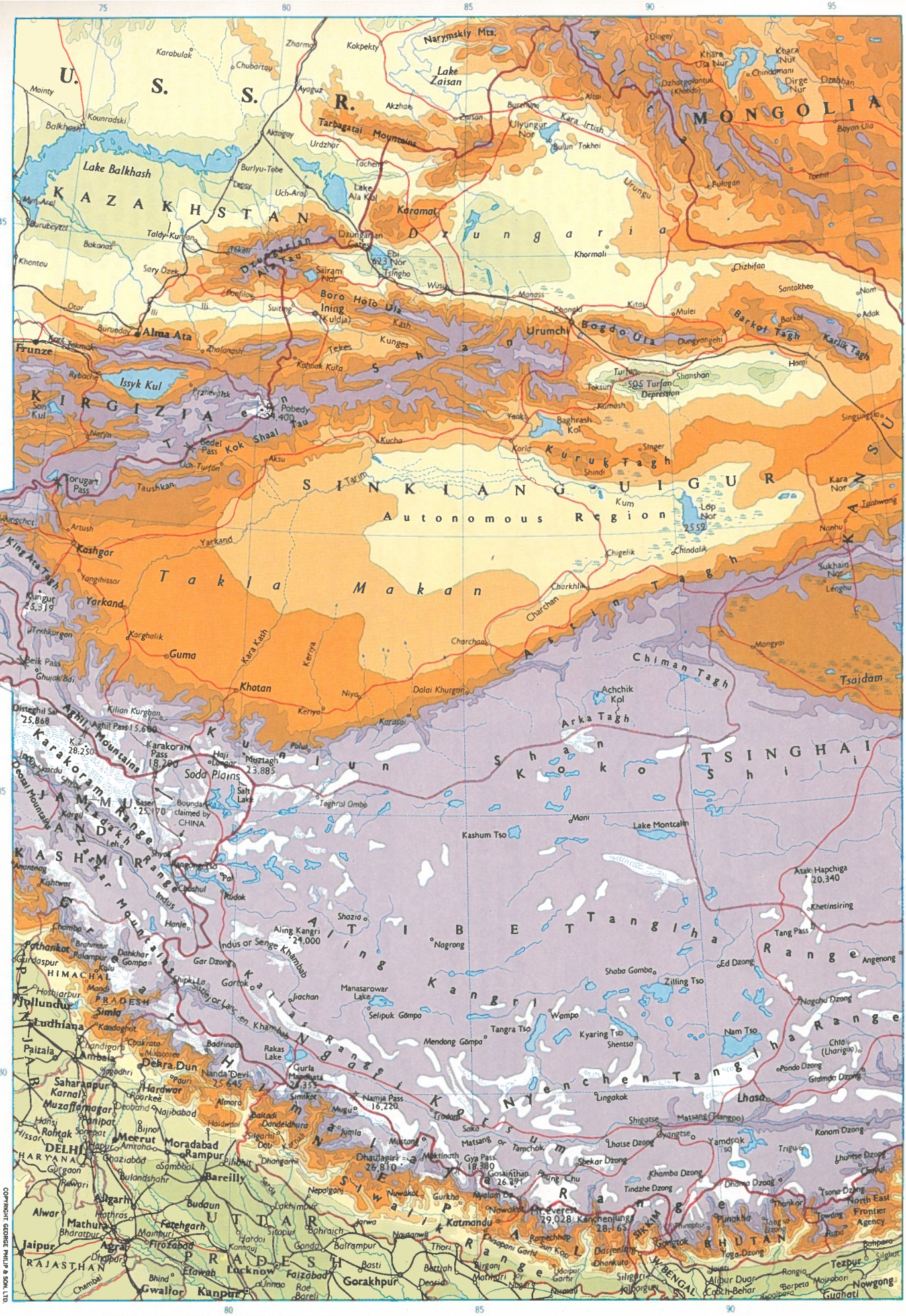

1:10,000,000

0 50 100 200 300 400 500 miles

0 100 150 200 250 300 kilometres

0 600 1200 3000 4500 6000 9000 12,000 18,000 Feet

0 183 366 914 1372 1829 2743 3658 5486 Metres

Principal Railways

Principal Roads

Principal Canals

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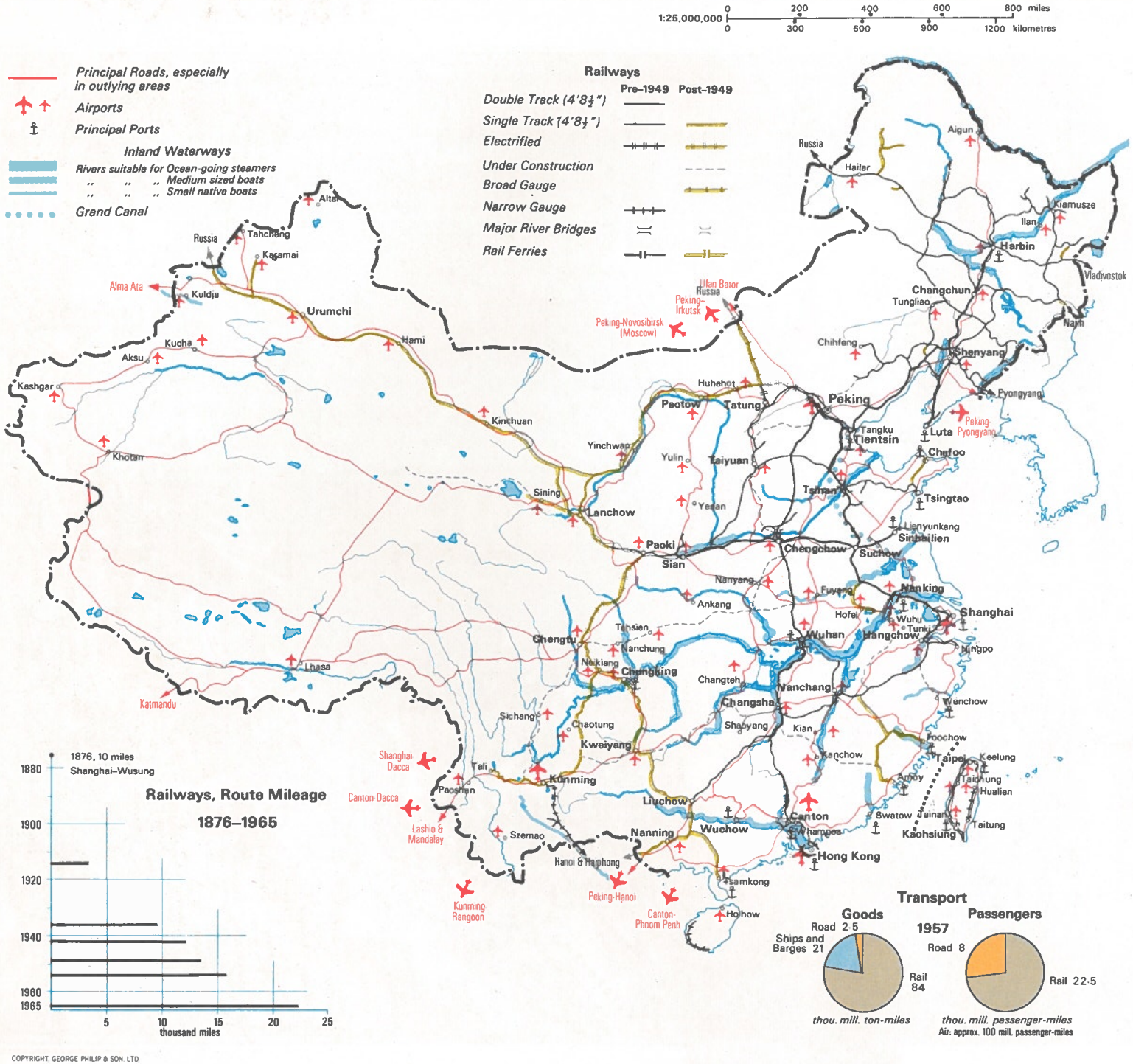

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Waterways are a traditional mode of transport; the Grand Canal, part of which was built in the sixth century B.C. is today being enlarged to connect the north, and particularly coal supplies, with Shanghai and the Yangtze. The Yangtze is navigable for large ships (up to 10,000 tons) as far as Wuhan, 600 miles from its mouth, and for over a thousand miles further upstream and along many tributaries. No railway has been built along its valley. The Hwang Ho on the other hand is only navigable to small boats, and thus railways were built throughout its valley. The lower courses of the Si Kiang and the Sungari are navigable.

The industrial wealth of Manchuria, and its development by Russia and Japan have given this region one of the densest railway networks in China. Since the Communist take-over the more important lines in lowland China have been double tracked, and portions have been electrified. The network has been extented north-westwards to Russia via the oilfields of Kansu and Sinkiang, and also via Mongolia. Spurs from the former line are also being pushed towards Tsaidam, and extensions to Lhasa have been proposed. The railway network has been extended into Szechwan and the Yunkwei plateau. Strategic rails have been built in the south-eastern coastlands, and into North Vietnam.

Roads are important locally in the transport of agricultural produce, and in the vast sparsely populated areas of western China they are of strategic as well as economic importance. The motor car in China is relatively unimportant, and is outnumbered tenfold by lorries. The airways in such a vast country fulfil an administrative role.

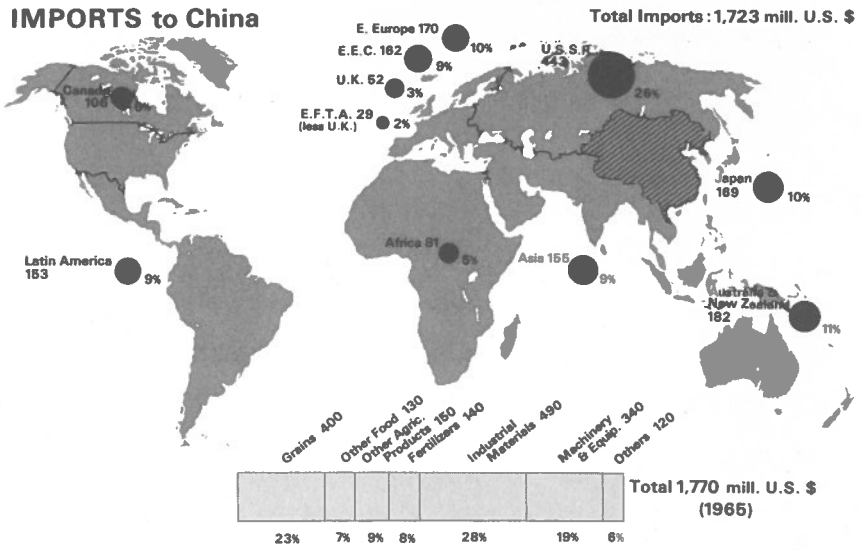
China has many excellent ports, serving coastal trade and international traffic, although the blockade of the south-east coast has restricted the use of the ports in that area, and foreign shipping is no longer allowed to use the river ports.

The recent development and present pattern of communications can be seen as performing its function in the economic and regional development, and the unification of the country.

OM$01.50

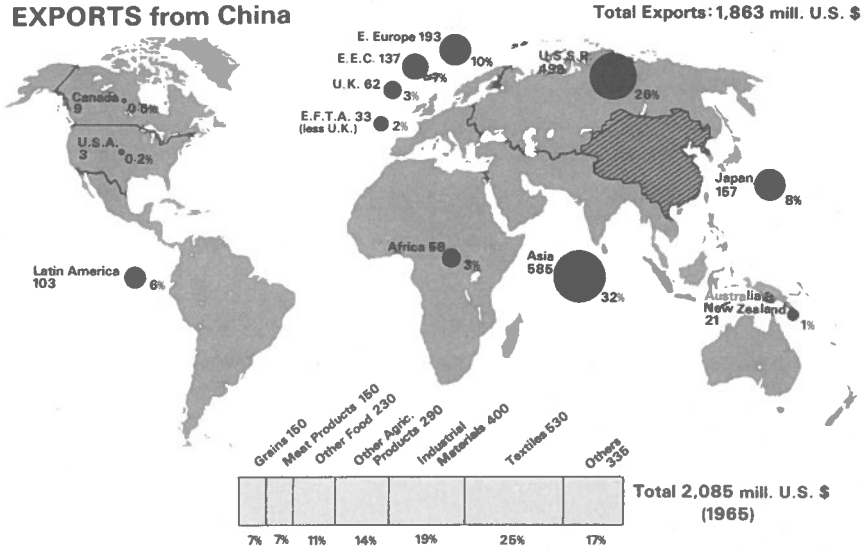
Province	Area (thousands sq. miles)	%	Population (thousands)	%	Density of Population (persons per sq. mile)	Capital
Anhwei	54·0	1·5	33,560	5·2	622	Hofei
Chekiang	39·3	1·1	25,280	3·9	643	Hangchow
Fukien	47·5	1·3	14,650	2·3	308	Foochow
Heilungkiang	178·9	4·8	14,860	2·3	83	Harbin
Honan	64·5	1·7	48,670	7·5	755	Chengchow
Hopei	83·0	2·2	44,720	6·9	539	Tientsin
Hunan	81·3	2·2	36,220	5·6	446	Changsha
Hupei	72·4	2·0	30,790	4·8	425	Wuhan
Inner Mongolia A.R.	454·5	12·3	9,200	1·4	20	Huhehot
Kansu	141·5	3·8	12,800	2·0	90	Lanchow
Kiangsi	63·6	1·7	18,610	2·9	293	Nanchang
Kiangsu	39·5	1·1	45,230	7·0	1145	Nanking
Kirin	72·2	2·0	12,550	1·9	174	Changchun
Kwangsi-Chuang A.R.	85·1	2·3	19,390	2·9	228	Nanning
Kwangtung	89·3	2·4	37,960	5·9	425	Canton
Kweichow	67·2	1·8	16,890	2·6	251	Kweiyang
Liaoning	58·3	1·6	24,090	3·7	413	Shenyang
Ningsia-Hui A.R.	25·6	0·7	1,810	0·3	71	Yinchwan
Peking	3·3	0·1	4,010	0·6	1,215	—
Shanghai	2·2	0·1	6,900	1·1	3,136	—
Shansi	60·6	1·6	15,960	2·5	263	Taiyuan
Shantung	59·2	1·6	54,030	8·4	913	Tsinan
Shensi	75·6	2·0	18,130	2·8	240	Sian
Sinkiang-Uigur A.R.	635·7	17·2	5,640	0·9	9	Urumchi
Szechwan	219·6	6·0	72,160	11·2	329	Chengtu
Tibet A.R.	471·5	12·8	1,270	0·2	3	Lhasa
Tsinghai	278·3	7·5	2,050	0·3	7	Sining
Yunnan	168·4	4·6	19,100	2·9	113	Kunming
CHINA	3692·1	100·0	646,530	100·0	175	Peking
Taiwan	13·8		9,680		701	Taipei
Hong Kong	0·39		2,736		7,015	—
Macao	6 sq.m.		170		28,300	—

IMPORTS to China

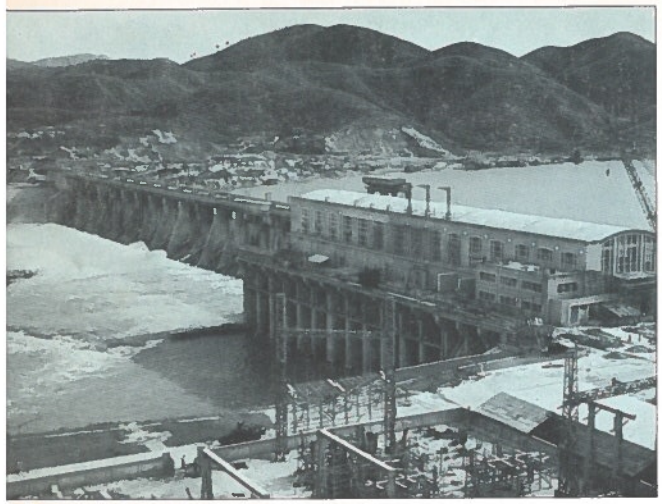


*The size of the circle is proportional to the value of the trade of each region with China.**
The value is shown after the region's name and is in mill. U.S. $
The figure outside the circle shows the percentage share of each region in China's trade.
Yearly average, 1963–65
The commodity diagrams are for 1965 only.

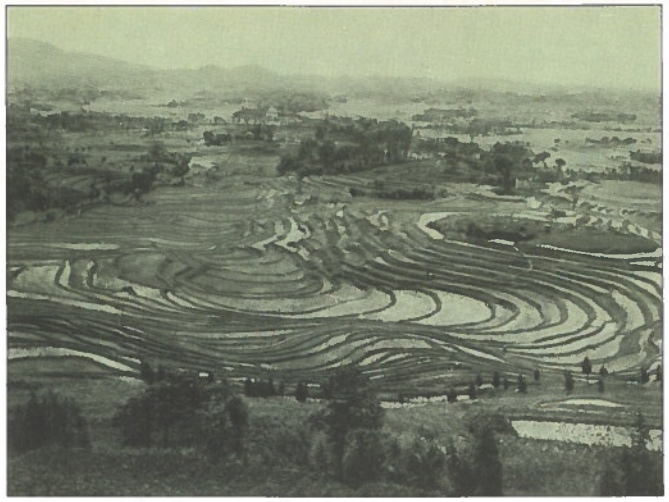
EXPORTS from China



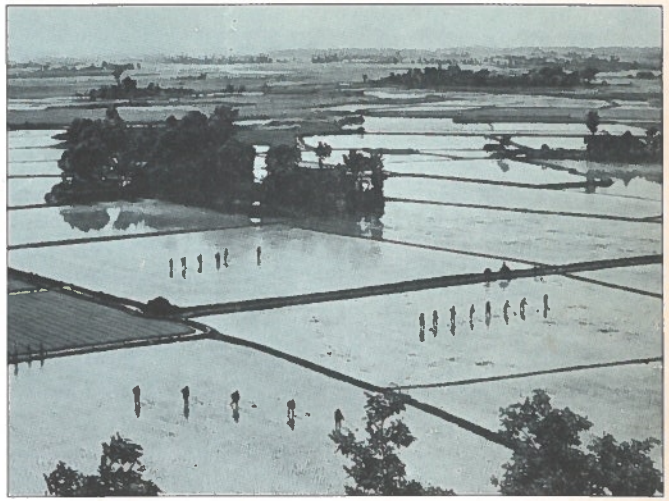
**Note.*
These diagrams include the trade of Mongolia, North Vietnam and North Korea as well as that of China Trade between these countries is excluded.



Hydro-electric dam on the Si-Kiang, Kwangsi-Chuang



Terraced paddy fields, near Chungking



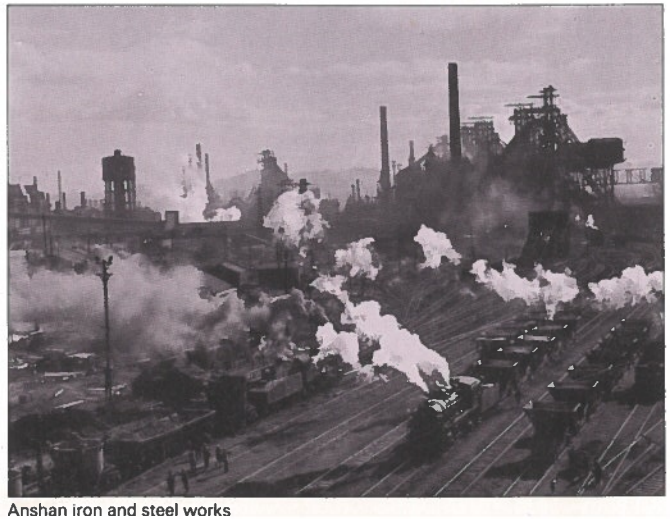
Weeding paddy fields, Hupei

Cattle and sheep farming, South Kansu

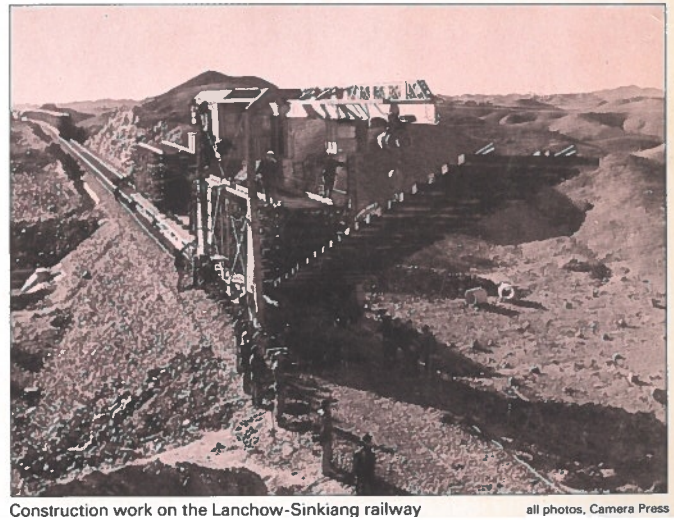
Wheat harvesting in the Tarim Basin, Sinkiang

Soil conservation in loess country, Kansu

Open-cut coal mine, Fushun



Anshan iron and steel works



Construction work on the Lanchow-Sinkiang railway

all photos, Camera Press

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DR200640